

Maryland Inventory of Historic Properties Number: HA-1983

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u> X </u>	Eligibility Not Recommended <u> </u>
Criteria: <u> A </u> <u> B </u> <u> C </u> <u> D </u> Considerations: <u> A </u> <u> B </u> <u> C </u> <u> D </u> <u> E </u> <u> F </u> <u> G </u> <u>None</u>	
Comments: _____	

Reviewer, OPS: <u> Anne E. Bruder </u>	Date: <u> 3 April 2001 </u>
Reviewer, NR Program: <u> Peter E. Kurtze </u>	Date: <u> 3 April 2001 </u>

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. HA-1983

SHA Bridge No. H-53

Bridge name Lake Fanny Road over Winters Run

LOCATION:

Street/Road name and number Lake Fanny Road

City/town Bel Air Vicinity X

County Harford

This bridge projects over: Road ☐ Railway ☐ Water ☒ Land ☐

Ownership: State ☒ County ☐ Municipal ☐ Other ☐

HISTORIC STATUS:

Is bridge located within a designated historic district? Yes ☐ No ☒

National Register-listed district ☐ National Register-determined-eligible district ☐

Locally-designated district ☐ Other ☐

Name of district _____

BRIDGE TYPE:

Timber Bridge ☐ :

Beam Bridge ☐ Truss -Covered ☐ Trestle ☐ Timber-And-Concrete ☐

Stone Arch Bridge ☐

Metal Truss Bridge ☐

Movable Bridge ☐ :

Swing ☐ Bascule Single Leaf ☐ Bascule Multiple Leaf ☐
Vertical Lift ☐ Retractable ☐ Pontoon ☐

Metal Girder ☐ :

Rolled Girder ☐ Rolled Girder Concrete Encased ☐
Plate Girder ☐ Plate Girder Concrete Encased ☐

Metal Suspension ☐

Metal Arch ☐

Metal Cantilever ☐

Concrete ☒ :

Concrete Arch ☒ Concrete Slab ☐ Concrete Beam ☐ Rigid Frame ☐

Other ☐ Type Name _____

DESCRIPTION:**Describe Setting**

Bridge H-53 carries Lake Fanny Road over Winters Run in Harford County. Lake Fanny Road runs north-south over the eastern flowing Winters Run. At this site there is limited commercial and residential development.

Describe Superstructure and Substructure:

Bridge H-53 is a single span filled concrete arch. The length of the bridge is approximately 53 feet with a clear span of 48 feet. The rise is approximately 12 feet 6 inches. The abutments are concrete and are approximately 24 feet wide and 13 feet high. The overall width of the bridge is 23 feet 6 inches.

According to a 1995 inspection report, the arch has medium to small size spalls along the barrel and spandrel wall joint. In addition, there is efflorescence along the spandrel walls, which also show signs of medium vertical and irregular cracks with small and medium areas of delamination. The bridge is considered to be in satisfactory condition with a sufficiency rating of 93.0.

This bridge has a closed panel type parapet. This type of reinforced concrete parapet consists of vertical posts securely fastened by dowels to the structure, horizontal balustrades, and solid panels that fill the space between the posts and the railings. Bridge H-53 has 8 paneled sections. Each section is approximately 4 feet long and 1 foot high, and is incised approximately 1 inch. The parapet is 2 feet 11 inches tall with a cap that is 1 foot by 4 feet 3 inches.

Discuss major Alterations:

There have been no major alterations to this structure except patching and mortar repair.

HISTORY:

WHEN was bridge built (actual date or date range) 1913

This date is: Actual X Estimated _____

Source of date: Plaque X Design plans _____ County bridge files/inspection form _____

Other (specify) _____

WHY was bridge built? Replacement of existing structure.

WHO was the designer? Luten Bridge Company

WHO was the builder? Luten Bridge Company

WHY was bridge altered? N/A

Was bridge built as part of an organized bridge-building campaign?

No, this bridge was not built as part of an organized bridge building campaign.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A - Events X **B- Person** _____

C- Engineering/architectural character X

This bridge was determined eligible by the Interagency Review Committee in June 1996.

Was bridge constructed in response to significant events in Maryland or local history?

Yes, as Harford County and Bel Air expanded, the infrastructure needed to be improved. As the county expanded in population and the county needed to get its agricultural products to Baltimore City, better roads were needed. The Commissioners contracted the job of building a bridge over Winters Run to the Luten Bridge Company of York, Pennsylvania. The company was incorporated in 1909 as a contracting concern specializing in the designs of Daniel Luten. It grew to be the largest of Luten's loosely affiliated corporations and operated offices in Clarksburg, WV;

Concord, NH; Columbus, OH; Chatsworth, GA; and Syracuse, NY. Daniel Luten specialized in reinforced concrete bridges. His designs dominated the industry and were copied (under patent protection) and used throughout the eastern United States.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area?

No, the bridge replaced an older structure, and did not have a significant impact on the growth and development of the area.

Is the bridge located in an area that may be eligible for historic designation?

No, the bridge is not located in an area that is eligible for historic designation.

Is the bridge a significant example of its type?

Yes, this bridge is a good example of the early concrete arch bridges designed by the Luten Bridge Company.

Does bridge retain integrity of important elements described in Context Addendum?

Although there is some minor shifting and deterioration in the arch, the bridge retains the character defining elements of its type, including parapets, arch ring, and spandrel walls.

Is bridge a significant example of work of manufacturer, designer and/or engineer?

Yes, this bridge has a marble plaque that dates the bridge to 1913. The plaque also lists the builder as the Luten Bridge Company of York, Pennsylvania. This was the parent company of Daniel Luten, one of the nation's pioneers in concrete bridge building.

Should bridge be given further study before significance analysis is made?

Yes, it is important to know how many of Luten's earliest structures are remaining throughout the region. There are very few that can be documented with a construction marker.

BIBLIOGRAPHY:

County inspection/bridge files _____ SHA inspection/bridge files X
Other (list):

SURVEYOR/SURVEY INFORMATION:

Date bridge recorded May 1996

Name of surveyor Stacie Webb

Organization/Address State Highway Administration, 707 North Calvert Street, Baltimore MD

Phone number 410-545-8559

Edited by P.A.C. Spero & Company, December 1997

Maryland Historic Highway Bridges

Bridge Type CONCRETE ARCH

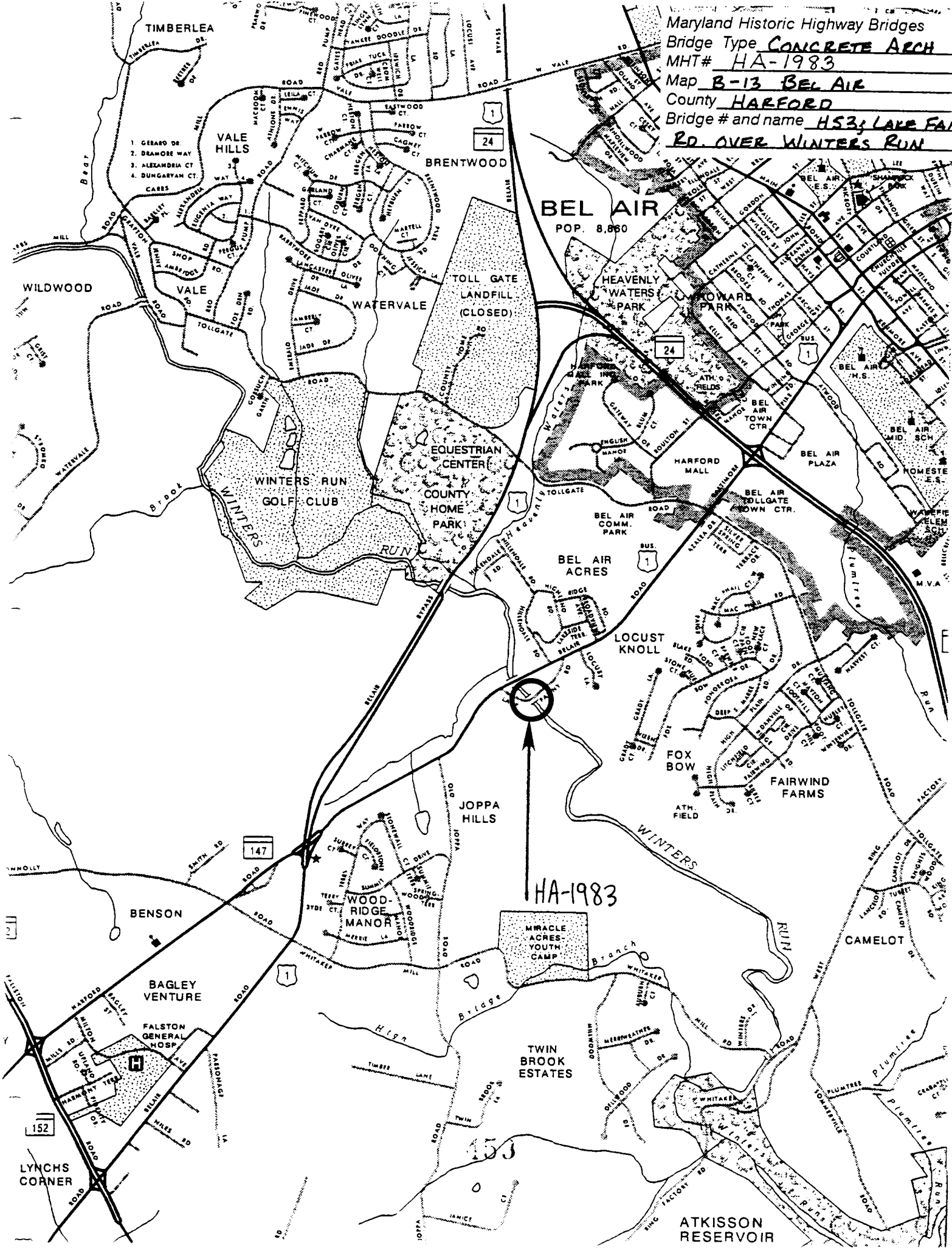
MHT# HA-1983

Map B-13 BEL AIR

County HARFORD

Bridge # and name HS3; LAKE FAIR

RD. OVER WINTERS RUN





HA-1983
HARFORD COUNTY, MD

JOHN TARQUINIO

3/12/95

~~MARYLAND SHPD~~ SHA

- BRIDGE H53 OVER WINTER'S RUN
- VIEW LOOKING SOUTH ON LAKE
FANNY RD

1/5



117-1983
HARFORD COUNTY, MD

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3/12/95

~~MARYLAND SHPD SHA~~

- BRIDGE H53 OVER WINTER'S RUN
- VIEW LOOKING SOUTH ON LAKE
FANNY ROAD

2/5



HA 1953
HARFORD COUNTY, MD

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~~MARYLAND SAPO~~ SHA

- BRIDGE H53 OVER WINTER'S RUN
- VIEW LOOKING WEST

3/5



HA-1983
HARFORD COUNTY, MD

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~~MARYLAND SHIPS~~ SHIP

- BRIDGE HS3 OVER WINTER'S RUN
- VIEW LOOKING E-1ST

4/5



HA 1963
HARFORD COUNTY, MD

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3/12/95

~~MARYLAND SHPO SHA~~

- BRIDGE H53 OVER WINTER'S RUN
- PLAQUE ON EAST PARAPET